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# City of Detroit

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## **NOTICE OF PUBLIC HEARING**

Governor Gretchen Whitmer's "Stay Home, Stay Safe" Executive Order (EO 2020-21) went into effect on March 24, 2020. Therefore, the Detroit City Planning Commission (CPC) will be meeting virtually using video conferencing software in response to the COVID-19 Pandemic. A regular meeting of the CPC is set for **Thursday, July 23, 2020**. This action is being taken in accordance with Governor Whitmer's Executive Order 2020-15, which allows electronic meetings for public bodies.

The CPC meeting may be viewed in the following manner.

Online:

<https://cityofdetroit.zoom.us/j/96355593579?pwd=TTloMzN5M3pmU1RKNXp1MjJlczN3UT09>

Or iPhone one-tap:

US: +12678310333,,96355593579# or +13017158592,,96355593579#

Or by Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 267 831 0333 or +1 301 715 8592 or +1 312 626 6799 or +1 213 338 8477 or +1 253 215 8782  
or +1 346 248 7799 Webinar ID: 963 5559 3579

## **A PUBLIC HEARING WILL BE HELD** **THURSDAY, JULY 23, 2020 AT 5:15 PM**

The subject hearing is to consider the request of the City of Detroit City Planning Commission to amend Article XVII, District Map Nos. 41, 42, and 43 of the 2019 Detroit City Code, Chapter 50, Zoning, generally located in the area bounded by the rail corridor on the north, I-75/Fisher Freeway Service Drive on the east, Toledo Avenue on the south, and Livernois Avenue on the west, as well as, Clark Park, so that the zoning in the area is more consistent with existing land uses, more consistent with the City's Master Plan of Policies, to limit the influence of intensive industrial uses on adjacent residential uses, and, to allow mixed use residential/commercial development in some areas.

The location of the proposed rezonings are shown on the accompanying maps. In general, the proposed amendments would:

- Rezone land adjacent to the rail corridor between the I-75 and Livernois Avenue from a M4 (Intensive Industrial) to a M1 (Limited Industrial) district;
- Rezone several blocks between the rail corridor and Toledo Avenue, that have been and presently are developed with single-family housing, be rezoned from a M4 to a R2 (Two-Family Residential) district;

- Rezone land near the intersection of the rail corridor and West Grand Boulevard from a M4 to a SD2 (Special Development, Mixed-Use) district;
- Rezone land at the intersection of Toledo and Hubbard Avenues from a M4 to a SD1 (Special Development Small Scale – Mixed Use) district;
- Rezone land at the intersection of Livernois Avenue and the rail corridor, and Junction and McGregor Avenues from a M4 to B4 (General Business) district; and
- Rezone Clark Park from a R2 to a PR (Parks and Recreation) district.

The current and proposed district classifications are described as follows:

#### **R2 TWO-FAMILY RESIDENTIAL DISTRICT**

The district is designed to protect and enhance those areas developed or likely to develop with single- or two-family dwellings. The district regulations are designed to promote a suitable environment for homes and for activities connected with family life. The only principal uses permitted by right are single- and two-family dwellings. Additional uses are conditional.

#### **B4 GENERAL BUSINESS DISTRICT**

The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses, which may benefit by drawing part of their clientele from passing traffic are permitted. Additional uses, which may be successfully blended with permitted by-right uses, are conditional.

#### **M1 LIMITED INDUSTRIAL DISTRICT**

This district is used primarily along major and secondary thoroughfares in blocks which contain older, vacant structures, mixed land uses, or other deficiencies, and where the Master Plan indicates industrial development to be the desirable ultimate use. The purpose of the district is to permit these vacant structures to be used for necessary economic activities, and to encourage the transition of the area to warehousing, wholesaling, and light industrial uses.

#### **M2 RESTRICTED INDUSTRIAL DISTRICT**

This district is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction is excluded from this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are both to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

#### **M3 GENERAL INDUSTRIAL DISTRICT**

This district is composed of property so situated as to be suitable for industrial development, but where the modes of operation of the industry may affect any nearby residential uses. The purpose of this district is to permit the normal operation of a majority of industries, subject only to those regulations needed to control congestion and to protect nearby residential districts. No new residential construction is permitted in this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

#### **M4 INTENSIVE INDUSTRIAL DISTRICT**

This district will permit uses which are usually objectionable and, therefore, the district is rarely, if ever, located adjacent to residential districts. A broad range of uses is permitted in this district. New residences are prohibited with the exception of loft conversions of existing buildings and of residential uses combined in structures with

permitted commercial uses. These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

#### **PR PARKS AND RECREATION DISTRICT**

The intent of the Parks and Recreation District is to retain, insofar as is practicable and desirable, publicly owned lands in excess of four (4) acres in size already improved for or intended to be improved for recreational uses and/or to be preserved as open space. The restrictions of this classification are intended to encourage preservation of these lands and to permit development in keeping with the natural amenities of these areas. In addition to those uses allowed by right, commercial recreational facilities may be permitted upon approval of the City Council.

#### **SD1 SPECIAL DEVELOPMENT DISTRICT—SMALL SCALE, MIXED-USE**

This district is designed to encourage a complementary mixture of small-scale, pedestrian- and transit-oriented uses that are compatible in a neighborhood setting. It is intended to ensure a neighborhood character and place a proper balance of activities within walking distance of one another while serving the day-to-day needs of residents. Parking requirements are reduced in certain circumstances to promote use of transit and non-motorized transportation; shared parking and a district approach to parking are encouraged to lessen demand for off-street parking spaces. Certain establishments that serve alcohol for consumption on the premises are permitted without a spacing requirement in order to attract increased pedestrian traffic to the area.

#### **SD2 SPECIAL DEVELOPMENT DISTRICT, MIXED-USE**

This district is designed to encourage a complementary mixture of more intensive pedestrian- and transit-oriented uses that may be compatible with a neighborhood center or with a location along major or secondary thoroughfares. Parking requirements are reduced in certain circumstances to promote use of transit and non-motorized transportation; shared parking and a district approach to parking are encouraged to lessen demand for off-street parking spaces. Certain establishments that serve alcohol for consumption on the premises are permitted without a spacing requirement in order to attract increased pedestrian traffic to the area.




A Zoning Ordinance map amendment requires approval of the City Council after a public hearing and after receipt of a report and recommendation by the City Planning Commission. This Zoning Ordinance map amendment request is being considered consistent with the provisions of Article III, Division 3 of Chapter 50 of the 2019 Detroit City Code, the Detroit Zoning Ordinance. All interested persons are invited to be present and be heard as to their views. Persons making oral presentations are encouraged to submit written copies to the City Planning Commission at [cpc@detroitmi.gov](mailto:cpc@detroitmi.gov) via e-mail, for the record.

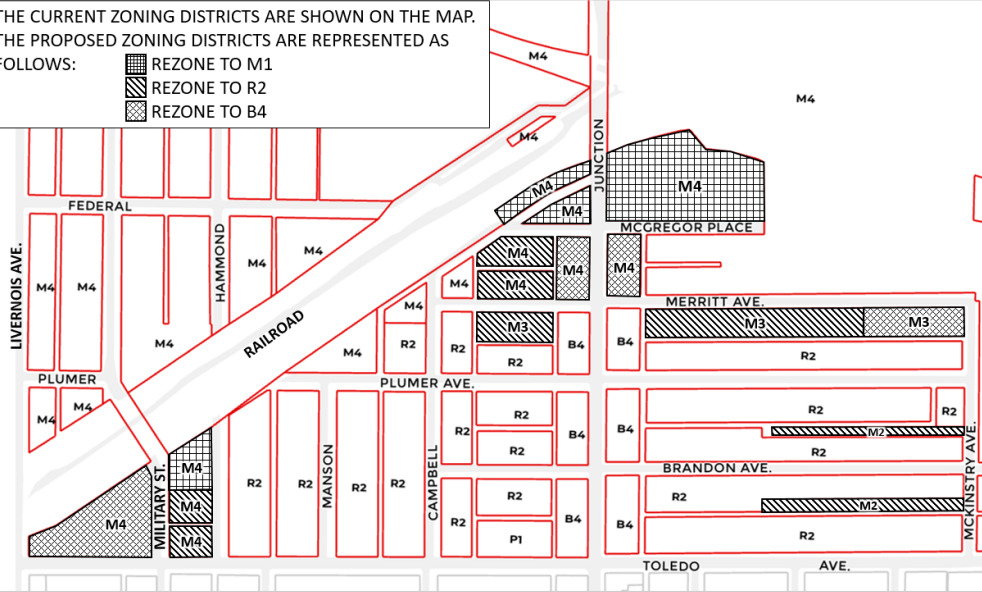
Public comment/testimony may be given at the appropriate times during the meeting when called for. If you desire to speak and are attending the meeting online press the raise your hand icon at the bottom of the screen or press ALT-Y for a PC or OPT-Y for a MAC to raise your hand virtually. If attending by phone press \*-9 to raise your hand.

If interpretation or translation services are needed, including for the hearing impaired, call the Department of Civil Rights, Inclusion & Opportunity at [313-224-4950](tel:313-224-4950).





For further information on this proposal or the public hearing, please call (313) 224-6225.  
CPC Webpage: <https://detroitmi.gov/government/commissions/city-planning-commission>

THE CURRENT ZONING DISTRICTS ARE SHOWN ON THE MAP.  
THE PROPOSED ZONING DISTRICTS ARE REPRESENTED AS  
FOLLOWS:

-  REZONE TO M1
-  REZONE TO R2
-  REZONE TO B4



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-  REZONE TO R2
-  REZONE TO SD1
-  REZONE TO SD2

